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BRIEFINGS.

On December 29th, at 19 Macdonell Road, wife of **DR. T. TANAKA**, the Japanese Consul, of a son.
On December 25th, at Shanghai, the wife of **ROBERT N. TANAKA**, of a son.
On December 25th, at Shanghai, the wife of **ARTHUR STANLEY**, of a son.
On December 25th, at Shanghai, the wife of **ROBERT MCGOWAN**, of a son.
MARRIAGES.
On December 18th, at **St. Francis Xavier's**, **JOHN RUSSELL** of the **C.M.S. FOCKES** to **ANNE HELEN MARLENE TAYLOR**.
On December 15th, at Shanghai, **HERBERT MITCHELL**, of **GEORGE B. MITCHELL HAMILTON**.
ACKNOWLEDGMENT.
Mr. and Mrs. **SOMMER DUNSMITH** express their thanks to their friends for the hearty sympathy shown to them in their recent bereavement.
Hongkong, 31st December, 1906. 420

HONGKONG OFFICE: 101, DES VOGES ROAD, CL
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 1st, 1907.

According to the information which they have thought fit to issue to the outer world by proclamation and otherwise, it would seem that the Chinese authorities are at last in earnest as to the question of granting some form of representative government. It is, however, quite evident that they intend to proceed in this matter with very great caution, and are fully alive to difficulties which they have to face in any attempt to introduce a radical change into the time-honoured paternal system of China. There have been so many instances where they have given assurances of reformation, which, before long, have proved only to be temporary measures designed to silence inconvenient demands, that some doubt may be felt as to whether they are sincere in the promises which they are now holding out. On the whole, however, there is reason to conclude that the steps which are now being taken will lead to some kind of reform in the internal administration of the country,

even though they may not result in a complete representative system at the outset. Whether the Chinese officials recognise the fact or not, there can be no question that merely mooting the subject of popular representation, at headquarters, must give a great impetus to such a movement. It may be fairly concluded that this has not escaped the attention of the Chinese who are shrewd enough in foreseeing the bearing of any given political step; and it would on this account seem unlikely that they would have publicly shown willingness to entertain the question in any way, unless they intended to do something in the direction indicated. What particular motives have induced them to adopt the steps they have taken, it is of course impossible for outsiders to divine. The consolidation of power which has resulted from the introduction of popular government in Japan has probably been a chief element in the matter—and it is also possible that the Chinese officials may have drawn some useful inferences from the disastrous state of affairs which has been brought about in Russia from steadily ignoring claims to reasonable representation of the people at large in the government of the Empire. So far as can be gathered from the scanty information which has from time to time come forward, it would appear that the Chinese are disposed to take the Japanese constitution as their model. At the same time it is manifest that they are not prepared to do so without first carefully ascertaining that it is suited to the conditions of their country. In many respects essential modifications will have to be made to meet the special conditions existing in China, and these can only be ascertained by a full consideration of the circumstances which have to be met. The first thing that would occur to the Chinese officials at Peking is that nothing effective could be accomplished without the co-operation and concurrence of the High Provincial Authorities, in whose hands so much of the administration of the country is centred. Their having, therefore, consulted with them, and asked their co-operation as a preliminary step, is what might naturally be looked for. At the same time the danger which has to be faced in this necessary step, is not to be ignored. The views of the provincial authorities must of necessity be respected; and there may be some opposition on their part to a change which they will naturally feel may deprive them of much of their power. It is likely that the reports from at least some of them will be adverse to the suggested change—and there is further a possibility that they may be encouraged to send in such reports, which will afford the Peking authorities a good excuse for delaying any change, should they deem it desirable to do so. In the long run there can be little doubt that the central Government will be forced to do something in the direction of reform; but before they can move effectively in the matter, they must have the concurrence and co-operation of the Provincial magnates. Some of them may be wise enough to perceive that something in the shape of representative institutions would consolidate their power within their own spheres; and may be able to take measures by consulting with the leading men in their provinces, to lay before the Central Authorities some scheme for elective provincial assemblies. Action in this direction is manifestly that which will have to be first adopted. Any reform in China in the direction of popular government must first take the shape of the establishment of some form of provincial Councils or Assemblies, each of which will have a voice in the matters immediately affecting the individual Provinces. Probably this will be the first step which will be adopted, the direction of imperial matters being retained by the Central Government, until it has been ascertained how far representative institutions work locally; when a like system may by degrees be applied at the capital to deal with the larger matters in which the whole country is concerned. It is manifest that the changes which will have to be introduced will require very careful consideration and skillful handling—but they are not beyond the power of attainment. The Chinese people as a whole will not be inclined to press for extreme measures of reform, if they see a bona fide effort being made to give them some kind of voice in the administration of the country. Wild demands, such as were made by the Russian Duma, are not likely to be put forward by the Chinese, who have always shown themselves possessed of moderation and common sense, when they are fairly heard and reasonably treated. The principle of representation being once recognised, it will become

impossible even for the most reactionary officials to withstand it. On the other hand, there is no longer that the Chinese people, as a whole, will wish to push matters to extremes, or to do anything which would endanger the authority of the Central Government, of the necessity for which they are fully aware.

There will be no issue of the **Daily Press** to-morrow.

The concluding two articles of the series on Gold and Silver, by Mr. Consul Nickerson, will appear, we hope, on Thursday and Friday, Jan. 3rd and 4th.

The Tokyo City Council has reported adversely on the municipalizing of the Tramways, and the scheme for municipal ownership has fallen through.

For some days past the police have been making inquiries in the hope of discovering some clue to the grim events that have preceded the finding of a mutilated Chinese corpse in the city.

In regard to the programme for the Hague Conference, Russia objects to the limitation of armaments because it would prevent a revival of the Russian Navy. Germany likewise objects to limitation. She also opposes the Drago doctrine.

This afternoon members of the Catholic Union provide a free dinner for the poor of the Colony. At the Wanchai Italian Convent tables will be laid for upwards of 200 people who, besides being supplied with an excellent past, will each receive a present as a memento of the occasion.

The Rev. Dr. Crapney, pastor of St. Andrew's Protestant Episcopal church at Rochester, New York, for twenty-five years, has been suspended from duty by the American Ecclesiastical Court of Review, for heretical teachings. He denied miraculous conception and the resurrection of the body.

At the Magistracy yesterday Mr. F. A. Haszard sitting as a coroner and a jury inquired into the circumstances of the death of "Tao-ko" who died in Victoria Ghol yesterday morning. Deceased had been admitted to prison on the 17th to undergo a sentence of 21 days for unlawful possession. Death was due to natural causes.

One of the most interesting currency reforms which is now receiving the attention of the Chancellor of the Exchequer is the issue of £1 bank notes. At present the law provides that no English bank note shall have a less value than £5, and in this matter England stands alone in the world. Even Ireland and Scotland have their £1 notes. England has not always been without its £1 bank notes, but they were forbidden as long ago as 1776.

Christmas telegrams to the **N.C. Daily News** give the following information. The **Yusaku** **Mara** laden with 5,000 tons of coal and bound for Hongkong is on a rock near Maji. The Chinese steamer **Chienai** (4), bound for Vladivostok, encountered a heavy storm, sustained damage and took refuge on the coast of the Ishikawa prefecture. The passengers are safe. There are two steamers of the name **Yusaku** **Mara**—one belonging to the N.Y.K. the other to the Ukon Gonzyarow Kaisha.

Joseph F. Smith, the President of the Mormon Church in the United States, has been fined £50 for having married five wives. Smith was arrested at the instance of his monogamist brethren, and was tried by a Mormon court. It was stated in the course of the evidence that the Mormon "prophet's" fifth wife recently gave birth to his fifty-third child. In addressing the judge, defendant declared that since 1890 polygamy in Utah had been steadily declining, and in time must terminate. Marriages in violation of the American law were even now prohibited by Mormons. Nevertheless, the old Mormon, like himself, who had a bunch of wives under the old system, were in a difficult position. Since the days of plural marriages, Mr. Smith intimated, the economic conditions had changed somewhat, and young Mormons, apart from modern teaching respecting matrimony, did not hanker, apparently, after more than one wife.

A collection of Chinese carvings in jade and other hard stones, as well as Japanese silver and bronze work, was disposed of at Christie's on Nov. 27th. The former included a little koro and cover of pink jade, 4 1/2 in. high, carved with prunus branches and leaves, and with mask loze ring handles, which realised 105 ga.; a vase and cover of white jade, splashed with bright emerald green, carved with dragon, bird, and flowers, and with an elephant head and ring handles, 9 1/2 in.; and a large vase and cover of pale green jade, the top carved with a key pattern, the cover surmounted by a kyllin, 13 1/2 in. high, 9 1/2 in. In the Japanese metal work group there was a large silver articulated figure of a dragon, 5 ft. long, and weighing 19 lbs. 10 oz., for which a bid of 60 ga. was made; 28 ga. was paid for a silver vase and cover, pierced and richly chased with dragons, birds, and flowers, and with gold inlays, and dragon handles by Tokiaki, weighing 52 oz. 5 dwt.; and another somewhat similar silver vase surmounted by a cover of pale green carved jade, fetched 18 ga.

Too many of us have many dear friends whose notion of politeness consists in talking loudly, rapidly, and effusively without a moment's rest. Somebody once said that a friend was a creature in whose company one could be silent. There are friends nowadays in whose company one has to be not only silent, but deaf. In every sense of the word the best friendship is that which makes no noise. There is no reason in the nature of things why because you make a call you should never shut your mouth, or why, if you must speak, you should use the tone appropriate to a Hyde Park meeting.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE SHAH'S HEALTH.

LONDON, December 31st.

The Shah of Persia is improving.

MOROCCO.

LONDON, December 31st.

Raisuli, the rebel chief in Morocco, has fled. A Guzu rising is expected.

THE SNOW STORM AT HOME.

LONDON, December 31st.

There has been a partial thaw in the snowstorm. Traffic is resuming, but many towns are isolated, and there is great destruction.

NEW WARSHIPS.

LONDON, December 31st.

The "Superb" has been ordered at Armstrong's, and the "Bellerophon" and "Temeraire" are under construction in the Dockyards.

THE NEW WORSHIP BILL.

LONDON, December 31st.

France has passed the New Worship Bill.

A SHIPPING DISPUTE.

LONDON, December 31st.

A serious dispute has occurred between the German shipping companies and their officers.

OBITUARY.

LONDON, December 31st.

Baroness Burdett-Coutts, Mr. Alexander William Black, Sir Alfred Sandison, Mr. Samuel Smith and Cardinals Cavagnis and Tripepi are dead.

RAILWAY COLLISION.

LONDON, December 29th.

A railway collision has occurred at Terracotta, between Baltimore and Ohio, in a fog, and sixty passengers were killed.

TRAINS BURIED BY SNOW IN GREAT BRITAIN.

LONDON, December 29th.

Snow storms continue in Great Britain. Trains are buried by the snow in some parts of the country and passengers are starving.

Many vessels are reported in distress along the coast.

TERRIBLE RAILWAY DISASTER IN SCOTLAND.

LONDON, December 29th.

A terrible collision has occurred on the railway near Arbroath, due to the clogging of the signals [by snow?] There were fifty-three casualties.

BARONESS BURDETT-COUTTS.

LONDON, December 23th.

The Baroness Burdett-Coutts is ill with acute bronchitis. The condition of the Baroness is serious.

[The snow storms have been responsible also for the delay to our telegrams.]

CREW OF "AWA MARU" SAFE.

LONDON, December 29th.

All the crew of the **Awa Maru** have been landed.

The dress rehearsal of the entertainment by the U.S.S. **Pennsylvania** minstrel troupe last night proved very successful, and those who visit the City Hall to-night may be certain of a pleasant evening.

LATEST STEAMER MOVEMENTS.

The P. & O. str. **Java** left Singapore for this port on the 29th Dec., at 5 p.m.
The H.A.L. str. **Sidra** left Singapore on the 30th Dec., at 6 p.m., and may be expected here on the 5th Jan.
The N.Y.K. str. **Hilachi Maru** (European Line) left Kobe for this port via Moji on the 29th Dec., and is expected here on the 7th Jan.

KOWLOON DOCK BALL.

The annual ball given by the staff of the Hongkong and Whampoa Dock Company took place last night and the consensus of opinion was that no more pleasant dance had taken place in the Colony this season. Falling as it did on Hogmanay, the event naturally lent itself to the rejoicings of the time, and all who were present doubtless were glad to embrace the opportunity of spending the parting year and welcoming the coming year in such a happy fashion. Certainly a more enjoyable evening could not have been desired. The staff of the Dock are past masters in the art of conducting successful dances, and last night's gathering passed off with all the success associated with a Dock ball. The drawing room was again transformed into a pretty ball room, the sides draped with flags and the roof festooned with greenery. Shields bearing the crests of Scottish clans, and with signal flags inserted behind were placed between the windows, while curtains hung from the windows, and a fine-mowing of colour and the effect of brilliant light was pleasing indeed. At the end of the hall the Dock flag, embellished with electric bulbs, occupied a conspicuous place. As before, there was nothing lacking that was necessary to the convenience and pleasure of the guests. A service of lunches carried there from Hongkong to the Dock, where Messrs. T. Oates and J. Monzie undertook the duties of the reception committee. While the care of the ladies' room rested with Mr. D. Keith, Messrs. S. Smith and W. Taylor looked after the bar, and the supper arrangements were made by Messrs. R. Lapsley, Smith and Taylor. The general committee consisted of Messrs. W. Stewart, R. H. Baxter, R. Lapsley, Thos. Oates, David Keith, S. Smith, John Monzie, Wm. Taylor and James Pearson. The general conduct of arrangements collected credit on the organising ability of Mr. R. H. Baxter, the secretary.

Dancing commenced about nine o'clock to the music supplied by the Band of the 3rd Middlesex Regiment under Bandmaster Calliope. A programme embracing 22 items was carried through with great zest, and to the manifest enjoyment of all the participants. Messrs. R. H. Baxter and W. Stewart had a fine conception of the duties of M.C.'s and under their tactful guidance and attention everything passed off as it should, the dancing not being brought to a close till 1 o'clock.

About half past 11 an adjournment was made to the reading room, where the supper was set. Mr. W. Wilson, Manager, presided, and after the creature comforts had received attention he proposed "The King" which was loyally responded to. He subsequently submitted the toast of "The Guests," which was acknowledged by Mr. Jordan who also proposed "Success to the Dock Company," to which Mr. R. Mitchell made a felicitous reply. The following guests were assigned special seats: **Mr. Wilson** and **Mrs. Jordan**, **Mr. Mitchell** and **Mrs. Pearson**, **Dr. Jordan** and **Mrs. W. Ramsay**, **Mr. J. Lambert** and **Mrs. Jack**, **Mr. W. Ramsay** and **Mrs. Lambert**, **Mr. J. Macdonald** and **Mrs. Skinner**, **Mr. Skinner** and **Mrs. Macdonald**, **Miss James** and **Miss Randall**, **Dr. Forsyth** and **Mrs. Parlane**, **Mr. Neave** and **Mrs. Hand**, **Mr. Hand** and **Mrs. Graham**, **Mr. Graham** and **Mrs. Neave**, **Mr. Hockaday** and **Miss Wingate**, **Mr. A. Cunningham** and **Mrs. Richardson**, **Capt. Douglas** and **Mrs. Murphy**, **Mr. Murphy** and **Mrs. Douglas**, **Mr. W. C. Jack** and **Mrs. Wilk**, **Dr. Swan**, **Mr. A. Ritchie** and **Mrs. J. C. Wilkie**.

The toast of the New Year was signalled in a very pretty manner. Behind the Chairman, were the figures "1906" formed with electric bulbs and as the last stroke of twelve struck the figure "six" was replaced by "seven" amid great cheering and the exchange of greetings, this being followed by the singing of "Auld Lang Syne."

THE CHINESE ANTI-OPIMUM MOVEMENT.

A SIGNIFICANT SITUATION.

We extract the following from the columns of the **N.C. Daily News**:—A recent report that the local native authorities are trying to extend the Imperial prohibition against opium and opium accessories within the boundaries of the Foreign Settlements of Shanghai and in doing so seek to persuade the Consular Body to allow the summary arrest and punishment of owners of Chinese drugshops and dispensaries, doing business inside the Settlements, who sell anti-opium pills containing either morphine or opium, is causing much indignation and unrest amongst many of our Chinese fellow-residents. It is stated that the reason of the delay in putting this new law into effect has been owing to the non-unity of the Consular Body to the Shanghai Treaty's dispute upon the subject. Many Chinese business men, however, even those not addicted to the opium habit, consider the desire to "shut down" upon the habit and close the premises of dealers in the commodity too sudden, for many of them, never dreaming of such a movement against opium, have brought in large quantities of the drug, both in morphine and raw opium form, so that the summary closing of opium shops and prohibition against the sale of anti-opium pills and medicine, would simply spell ruin to many who are well off in this world's goods at the present moment. It must be borne in mind that it is not the prohibition law that is objected to but the summary manner with which it is proposed to apply the law by the Chinese officials. Then again, what, if in the Foreign Settlements the law be enforced on the understanding that it is being similarly enforced in Chinese territory and it be found out that after all, as on many previous occasions, there has only been a perfunctory enforcement of the law? The Chinese are well thought to think that many Chinese would prefer to "cross the border" and seek "peace" there from the prying eyes of a vigilant Municipality. It is hoped, therefore, that if the authorities in the Settlements intend to co-operate with the Chinese authorities with regard to the enforcing of the prohibition law against opium, the latter must first show what they can and will do, and what is of the greatest importance, show that the methods for enforcing the law will be persistently applied without any slackening of the reins—for there is a saying in this country which is almost becoming a proverb: "Government enterprises have only a beginning, but no ending."

BUSINESS REVIEW OF 1906.

EXCHANGE.

The glorious uncertainty of the course of exchange has again been triumphed during 1906. The year opened with the T.T. rate at 2/8 1/2. For many years past the tendency has been for exchange to rise towards Chinese New Year but the great native setting day seems to be losing its former influence. In this instance the rate rose only until the 15th January, when it touched 2/13 1/2, after which it fell away to 2/14 remaining steady up to, and a week or more beyond, Chinese New Year. A gradual upward movement then set in until the 27th February when 2/1 1/2 was reached. That was the opening rate for March but a rapid decline set in and exchange fell almost daily until the 12th of the month when the lowest rate of the year was recorded viz: 2/1/8. From this point there followed a steady upward movement until at the end of April 2/1 was quoted and in May 2/1 1/2. On the 1st and 2nd June the highest rate for the first half of the year was reached viz: 2/1 3/4.

In July steadiness prevailed; the rise and fall only ranging from 2/1 5/8 to 2/1 1/2; indeed steadiness continued until the middle of August when a further rise commenced to assert itself and 2/1 1/2 was touched on the 31st. Early in September the rate climbed well over 2/2—the highest point being 2/2 9/16. In October 2/3 was passed and topped by 2/3 3/8. This rate obtained during the early part of November, then gradually advanced to the highest quotation of the year 2/3 11/16 on the 19th November, when the price of silver was 33 1/8—the highest known since 1893.

From this—the pinnacle of the year—exchange fell until the 28th when we saw 2/1 1/2 again and silver at 32 1/4—a fall in the price of that unstable metal of 1/8 in 9 days. Since then rates have varied but little, my from 2/2 9/16 to 2/3 1/8, the closing quotation for the year.

Everybody who knows anything about exchange knows that the problems connected with it are insoluble. The most that even the youngest can pretend to know is based on unreliable information of the vaguest kind. But certain large governing factors stand boldly out at times and at this time, there is no mystery about the immediate cause of the phenomenal rise in the price of silver. It is unnecessary to remind our readers that it has been, and still is mainly due to abundant crops and extraordinary prosperity in India. Statistics, as we all know, can ordinarily be made to prove anything, but there are some figures that cannot be explained away and figures so remarkable as those showing the export of silver to India from London in 1906 compared with those of the last 10 years mean an abnormal capacity of absorption consequent on phenomenal prosperity. The average annual export of silver from London to India for the past decade has been estimated at £25,000,000. The year 1906, up to the time of the last mail leaving London, the amount exported totalled over £21,000,000. The corresponding figures for last year were under £8 millions.

This £21 millions extra has been largely purchased on Government account. The Indian Finance Minister, foreseeing that the financing of the abundant crops would lead to an enormous demand for Rupees, decided to increase the reserve by 5 millions. Thus during the year exchange in China has depended upon India, and the future course of it will be ruled by her needs. What there will be in 1907 belongs to the unprofitable business of prophecy with which at the moment we have luckily nothing to do.

It is however fairly safe to say that there is little likelihood of exchange tumbling early in 1907, if at all.

YARN.

The year just ended may be pronounced to have been the most disastrous the trade has experienced since its commencement. With the exception of the Bombay spinners, who have been driving a roaring trade during the last eighteen months, business has been more or less detrimental to our unfortunate importers and dealers. When it is recorded that the losses are roughly estimated at close upon three millions, and that of some fifteen yarn-dealing houses eleven have collapsed, it requires no further proof to show the serious nature of the disaster of which we have not heard the last. The year opened with an unaided stock of 84,000 bales and ends with 165,000, the entire quantity of yarn held by the insolvent dealers falling back upon sellers with a small exception.

TONNAGE.

The beginning of the year saw the freight market rather dull, with many steamers laid up at the various ports, but an improvement came with February, the freight rates still remained low till May. By the end of June practically all steamers were in employment, and after a dull interval there is a great demand in the middle of October, greater than the supply of tonnage. In consequence rates improved and many steamers were fixed from Bangkok and Saigon. Newcastle also took a number of boats and many steamers were fixed from Japan to Hongkong with coal. The year finished very dull and there is no likelihood of any improvement until after Chinese New Year. The new Indo-China crop is very good, but the Northern business being dull there is a possibility of too much tonnage being again thrown on the market. During the year over forty Norwegian steamers have left the coast and a large number of British tramps have also gone home. This may help matters somewhat.

SUNDRIES.

During the first part of the year there was very fair business booked, but when the goods came along later, exchange had risen to a considerable extent and dealers used any excuse to get out of their contracts. Importers in many instances were left with heavy losses to

DANIEL

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2019] J. JOETJE, Manager.
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(INCORPORATED BY SPECIAL IMPERIAL
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Foochow	laka	Peking

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HONGKONG, 1st Jy. 1906. [2045]
 HONGKONG, 1st Jy. 1906. [2045]
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HONGKONG, 17th October, 1936. 1961

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RESERVE FUND—	
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SILVER RESERVE ...	10,250,000
	\$20,250,000

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Acting Chief Manager.
Hongkong, 17th September, 1906. 23

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Hongkong, 30th May, 1906 24

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THE GLOBUS INSURANCE COMPANY, OF HAMBURG.

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CARLOWITZ & CO.
Hongkong, 13th August, 1906. [1585]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905 £17,837,119.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAIDUP CAPITAL... 637,500 0 0
II. FIRE FUNDS... 3,396,720 19 8

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Agents.
Hongkong, 11th July, 1906. [1349]

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REUTER, BROCKELMANN & CO.
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Hongkong, 21st April, 1897. 311

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WM. SCHMIDT & CO.
Hongkong, 25th October, 1906. [1924]

DAVID COESAR & SONS' MERCHANT NAVY NAVY BOILED LONG FLAX CANVAS REELING CROWN TARPAILING ARNOLD, KARBURG & CO. Sole Agents.

MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)

COAL DEPARTMENT MARUNO-UCHI, TOKIO.

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AGENTS: YOKOHAMA: M. ASADA, Esq. CHOKIANG: Messrs. GRABING & Co. MANILA: Messrs. MACDONALD & Co. SOLE PROPRIETORS of Takashima, Ochi, Shinyu, Nansatsu, Kani-Yamada Collieries, and also Hoku Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

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AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm. WITH CHAMBER FOR 10 CARTRIDGES FIRING 20 SHOTS IN 2 SECONDS. SIEMSEN & CO. 45

Hongkong, 3rd October, 1905

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1558

NOTICES TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENLOCHY."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that the Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out under the supervision of the Company's agents.

Goods are to be cleared by the 2nd Jan., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godown, and a certificate of the damage obtained from the Godown Company within ten days after the arrival of the ship.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.

Hongkong, 26th December, 1906. [2319]

S.S. "SALAZIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Medea" and "Cordoba," from Havre ex s.s. "Cordoba," from Bordeaux ex s.s. "Villiers de l'Isle-Adam," in connection with above Steamer, are hereby informed that their Goods, with the exception of Optum, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery can be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee, before 10 A.M., To-day, requesting it to be landed.

Bills of Lading will be countersigned by the Underwriters, the 1st Jan., 1907, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st Jan., 1907, or they will not be recognized.

All damaged packages will be examined on Friday, the 25th Dec., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 25th December, 1906. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out under the supervision of the Company's agents.

Goods are to be cleared by the 2nd Jan., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godown.

E. A. HEWETT, Superintendent.

Hongkong, 27th December, 1906. [1]

THE GERMAN COLONIES.

SPEECHES BY PRINCE BULOW AND SIR JOHN DERNBURG.

In the Reichstag on November 28th, before a large audience of Deputies and of the general public Prince Bulow introduced the new Director of the Colonial Department, Herr Dernburg, for whom he solicited the confidence of the House in the discharge of his difficult labours. The Crown Prince was present in the Court box throughout the debate. German colonial policy, Prince Bulow said, had recently passed through a serious crisis, but it was certain that no German Chancellor or Reichstag would ever undertake the responsibility of abandoning the colonies. Germany had to enter upon a colonial policy whether she wished it or not. Germany had been a colonizing nation for 2,000 years, and would remain a colonizing nation as long as she existed. The development of German shipping and commerce beyond the seas led to the establishment of colonial settlements which had ultimately to receive recognition and protection at the hands of the mother country. Prince Bulow had recognized this necessity, and in his path of development which he had marked out, and which was right, the present generation would have to follow.

The crisis through which the German colonies were now passing could only be surmounted by remedying the defects of the administration and one of the first steps towards a substantial reform was the creation of a separate Imperial Colonial Office. This demand was refused by the Reichstag last May, but the Federal Council has still convinced that it was an indispensable condition of reform. There were, however, other important points to be considered—for example, how to prevent the commercial development of the colonies how to foster interest and intelligent appreciation of colonial affairs among the German people, and how to induce the German business and banking world to take an active share in colonial enterprises. In his search for a successor to the Hereditary Prince Ernest of Hohenzollern-Langenburg, who had provisionally discharged the duties of Director of the Colonial Department with laudable zeal, he had returned to a theory which he had long held and which he now determined to put to the test. Prince Bulow said that, since the 1st of January, when he was Foreign Secretary, he had endeavored to induce the Colonial Department to take a "capitalist's" view of the colonies, but he had been unable to find in the ranks of commerce any one who was willing to undertake the task. One prominent Hanoian business man had declined the offer because he was unwilling to take upon himself the labour and the worry which the office of Colonial Director entailed. Herr Wiegand, of the North-German Lloyd, had also refused. Herr Dernburg, however, had expressed his willingness to assume the office, and he asked the House to accord him its confidence and support.

Prince Bulow then proceeded to refer to the various scandals in connection with the work and conduct of the Colonial Department which have been occupying public attention. With regard to the charges which had been brought against various officials of the department, he said that he had been guilty of gross breaches of service regulations, and in some cases the contents of official documents had been communicated to outsiders. One minor official, with whose case Prince Bulow dealt in detail, had been tried, found guilty, and dismissed. With regard to the contract with the firm of colonial outfitting, Topp & Tippelkirch and Co., Prince Bulow protested that the duties of the Imperial Chancellor were too numerous and onerous to permit of his also being responsible for the contracts and bills which were supplied to the colonial troops. But his reports of the so-called scandals which had been published were grossly exaggerated and had led to a number of unjust accusations as to the condition of the German bureaucracy. He had no hesitation in saying that German officials were not surpassed by any. Every colonial Power had its unpleasant experiences and the English, the French, and the Americans had all had to face and had overcome far worse scandals than those which had been discovered in connection with the German colonies. Prince Bulow concluded by appealing to the Reichstag to co-operate with the Government by passing the necessary laws for the suppression of the rising in South-West Africa and by passing the two sets of supplementary estimates for that colony which the Government had laid before the House.

Herr Dernburg, the new Colonial Director, then addressed the House and explained the reasons which had induced him to undertake the arduous duties of the Colonial Department. He proceeded to give an account of his policy of reform of the administration and development of the colonies. The Government had determined to rescind all the contracts which gave monopoly to particular firms. Thus the contract with Topp & Tippelkirch and Co. had been rescinded, and the Empire did not give this firm any compensation, but, on the contrary, had still to receive a payment from the firm. The affairs of the firm were about to be wound up. Similarly, the contract with the shipping firm of Woermann had been denounced for the close of the year. In the case of all these contracts the mistake which had been made was that the scale of prices had been fixed for comparatively small supplies, and this scale had become altogether unreasonable as the demands for the services of the colonies increased. A Bill establishing a new system of accounts would shortly be introduced, and he hoped that its effect would be to remedy the dilatory financial procedure of the Colonial Department which had been the subject of legitimate complaint on the part of the Reichstag. The most important question of all was the selection of colonial officials, and it was imperatively necessary that only the best men should be chosen. On the other hand, it was necessary that those who undertook duties such as an arduous character for small pay and often in unhealthy districts should be defended against malicious attacks. In order to investigate charges against colonial officials a special commission would be instituted and would consist of two of the higher Prussian Judges and a Public Prosecutor, none of whom had hitherto had anything to do with the colonial administration.

Herr Dernburg then proceeded to give some explanations of the two memoranda (summarized in *The Times* of the 24th inst.) on which he had recently submitted to the Reichstag. Amid considerable interruption from the Left he endeavored to defend the figures which he had submitted and the conclusion which he had based upon them, particularly with regard to his estimate of the value of the hitherto undeveloped natural resources of the colonies. He then entered into the question of railway development and asserted that half of the expenditure which had been incurred in settling the insurrection in South-West Africa would have sufficed to build all the railways which that colony was ever likely to require. And if these railways had been constructed the insurrection would either never have broken out or it would in any case have been more easily suppressed. He instanced as an incentive to German enterprise the enormous increase in the trade between Central Africa and the coast which had been developed by the construction of the British Uganda railway.

Replying to questions with regard to the date of the conclusion of the war in South-West Africa, he pointed out that it was necessary, not only in the German interest, but also in that of all the other powers, to maintain the struggle to prevent the isolation of Germany in Europe, but that there was no surer way of isolating Germany than that she should sink the common duty of the white races in dealing with the natives of Africa. He confessed himself an optimist with regard to the future of the colonies and directed attention to the very large proportion of British and Indian capital which was invested in some of them. His great hope was in railway development, and as the Northern Pacific Railway in America and the Anatolian Railway in Asia Minor had rendered the value of territories which had been regarded as having little or no commercial value to be rapidly developed by railway enterprise.

The speech, which at first was favourably received, made a somewhat excessive claim upon the attention of the House owing to its length, and it was afterwards criticized in conciliatory terms by Dr. Schaller, on behalf of the Clerical and on behalf of the Socialists by Herr Ledebur, who made a violent attack upon Herr Dernburg's financial memoranda, and was twice called to order by the President.

The discussion of the two supplementary estimates for South-West Africa was adjourned. The first vote is for 28,220,000 marks for war expenditure, and the second for 8,900,000 marks (£455,000) as a first instalment for the extension to Koutmanshoek of the railway which has been built from Luderitz Bay to Kubus.

In the course of his speech in the Reichstag to-day Prince Bulow declared that further large sums would be required for the termination of the war in South-West Africa.

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TRAINING SHIP BURNED.

EXPLOSION OF SIX TORPEDOES.

The steamer *Algeiras* formerly a ship of the line, built in 1870, and then used as a torpedo school ship, was on November 28th at Toulon harbour from end to end, and totally destroyed. According to one account, the fire was caused by an explosion of powder, but according to another version it broke out in the after store-rooms. The flames lit up the whole of the harbour, and three strong relief ships the ships in the harbour. The harbour authorities were quickly on the spot, and large quantities of water, fire-bricks, and boats of all sorts helped in the work of saving the crew and the ship, while the whole of the troops and the blackjacks both of Admiral Tonche's Naval Division and of the Reserve Squadron were called to assist in the preservation of order. On board, and everyone was successfully got off with the exception of three men, including two quartermasters. The Maritime Prefect then gave orders for the vessels in the neighbourhood of the *Algeiras* to be taken out of danger, among them being the new ironclad *Paris* and the torpedo boat destroyer *La Hire*. Meanwhile, every effort was made to put the flames under, but all in vain and at a quarter of twelve the burning vessel at last sank.

Of the four men reported missing three were found safe and sound. At midday the harbour wharves and their approaches were littered with burning fragments from the *Algeiras*, and half-charged planks and timbers were drifting about in the water. Smoke was hanging over the harbour all day.

Being a torpedo training ship, the *Algeiras* was fitted with air reservoirs containing about sixty torpedoes, of which only six had been loaded in preparation for practice, which was to have been carried out that day. As these six torpedoes were liable to explode, a warning was issued against approaching the ship. It was fortunate that this was done, for at half past ten a torpedo exploded with a tremendous report, and the five others followed, blowing up part of the deck.

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EMPIRE, British str., 1599, P. T. Helms, 30th Dec.—Australia 5th Dec., General.

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EMPEROR OF CHINA, British str., 3046, R. Archibald, R.N.R., 10th Dec.—Yamaguchi 27th Nov., Mail and General.—C.P.P. Co.

FOUR, Norwegian str., 1040, C. Berzon, 25th Dec.—Batavia 1st Dec., 1906, 29th November, Sugar.—Order

GEMASIA, German str., 1400, H. Flugel, 17th Dec.—Sydney 1st November, Copra

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HIKOSAN MARU, Japanese str., 2384, I. Fukui, 24th Dec.—Batavia 23rd Dec., Coal.

Alfred B. Baker

HOPKINS, British str., 1339, J. M. Hay, 26th Dec.—Hongkong 22nd Dec., Coal.

Jardine, Matheson & Co.

HUTCHIN, British str., 1217, A. Foreyth, 11th Dec.—Tientsin 4th Dec., General.

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JACOB DIEDERICHSEN, German str., 63, D. Frank, 29th Dec.—Kwangchow 26th Dec., General

and Macao 26th Dec., General.—Jensen & Co.

JOHANN, German str., 952, J. Brand, 27th Dec.—Hiphong 25th Dec., Rice.—Jensen & Co.

KARAFAT MARU, Japanese str., 2803, K. Yoshimatsu, 30th Dec.—M. 21st Dec., General.

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KANSU, British str., 1119, J. Speed, 26th Dec.—Chefoo 9th Dec., General.

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KOWLOON, German str., 2326, H. Stohr, 27th Dec.—Chinkiang 24th Dec., General and Oil.—Siemens & Co.

KUZHONG, British str., 1215, G. Hooker, 10th Dec.—Tientsin 1st Dec., and Chefoo 5th Dec.—Butterfield & Swire.

KUNSHAN, British str., 2078, E. J. Buller, 10th Dec.—Singapore 8th Dec., General.

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KWELIN, British str., 1074, Hards, 18th Dec.—Swatow 17th Dec., General.

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LIGHTNING, British str., 1222, J. G. Spence, 20th Dec.—Calcutta and Straits 9th Dec., General.—David Sassoon & Co.

LISA, Swedish str., 903, H. Horn Dahl,

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ARRIVALS.
AMU MARU, Japanese str., 3,905, M. Yagi, 31st Dec.—Shanghai 29th Dec. General.
Nippon Yusen Kaisha.
CONCORD, U.S. gunboat, 31st Dec.—from Canton.
DAKOTA, American str., 13,305, E. Franke, 31st Dec.—Seattle via Shanghai 28th Nov. General.—Nippon Yusen Kaisha.
HUE, French str., 705, J. Pannier, 31st Dec.—Haiphong and Hanoi 30th Dec. Rice, Pipes and General.—A. R. Marty.
KRENN, British str., 5,734, R. Conradi, 31st Dec.—Shanghai 28th Dec. General.—Butterfield & Swire.
MATHILDE, German str., 331, N. Schenck, 31st Dec.—Haiphong and Hanoi 29th Dec. Coal and Pipes.—Johnson & Co.
PONAFI, German str., 230, H. Cartes, 31st Dec.—Yap 29th Dec.—German Capital.
PRINZ EITEL FRIEDRICH, German str., 8,867, E. Malchow, 31st Dec.—Yokohama 22nd Dec. Mails and General.—Melchers & Co.
QUANTA, German str., 1,145, H. Madsen, 31st Dec.—Tientsin 29th Dec. Empty.—Osaka Shosen Kaisha.
YOUNG, British str., 1,435, J. H. Brown, 31st Dec.—Shanghai 27th Dec. General.—Butterfield & Swire.
YOUNG, British str., 1,138, F. Mooney, 31st Dec.—Manila 29th Dec. General.—Jardine, Matheson & Co.
ZAFIRO, British str., 1,623, R. Bodger, 31st Dec.—Manila 29th Dec. General.—Shewan, Tomes & Co.

DEPARTURES.
CHONGHAI, British str., for Shanghai.
FUKUSHI MARU, Japanese str., for Aomori.
HONGKONG, French str., for Haiphong.
IRIN KUNO, Chinese str., for Shanghai.
MICROPHON, British str., for Singapore.

SHIPPING REPORTS.
The British str. *Young* reports: Strong monsoon, rough sea and fine cloudy weather. The British str. *Yachon* reports: Moderate to strong N.E. monsoon and fine clear weather. The British str. *Kremon* reports: Fresh monsoon and moderate sea to Beaulieu Point; thence fine and smooth to port.
The German str. *Quanta* reports: Very strong monsoon to Chupai Island; then to port, moderate breeze and sea.

VESSELS IN DOCK.
Dec. 29th.
ABERDEEN DOCK.—
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1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

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LONDON & ANTWERP VIA SINGAPORE, &c.	NAMER	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	About 3rd inst.
LONDON &c., via USUAL PORTS OF CALL	SILMA	Brit. str.	—	C. D. Goldsmith	P. & O. S. N. Co.	On 12th inst., at Noon.
MARSEILLES &c., via PORTS OF CALL	YARRA	Frenstr.	—	Sellier	MESSAGERIES MARITIMES	On 8th inst., at 1 p.m.
MARSEILLES & HAMBURG VIA PORTS	AMBRIA	Ger. str.	k.w.	Schlinghammer	HAMBURG-AMERIKA LINIE	On 15th inst.
BRIMEN, via PORTS OF CALL	P. E. FRIEDRICH	Ger. str.	k.w.	Malchow	MELCHERS & CO.	To-morrow, at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k.w.	Schmidt	HAMBURG-AMERIKA LINIE	On 25th inst.
COPENHAGEN & RUSSIAN, SCANDINAVIAN PORTS	SPESIA	Ger. str.	k.w.	Malchow	HAMBURG-AMERIKA LINIE	About Middle of Jan.
NAPLES, PLYMOUTH, HAVRE, BREMEN & HAMBURG	CAMBODIA	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINIE	On 11th inst.
VIETNAM (C.C.) & TACOMA VIA JAPAN	HOHENSTAUFEN	Ger. str.	k.w.	Bable	HAMBURG-AMERIKA LINIE	On 8th Feb.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	SILEZIA	Ger. str.	k.w.	Franch	HAMBURG-AMERIKA LINIE	On 5th inst.
AUSTRALIAN PORTS VIA MANILA	VANDALIA	Ger. str.	k.w.	Franch	HAMBURG-AMERIKA LINIE	About 19th inst.
VLADIVOSTOK DIRECT	SATSUMA	Brit. str.	—	—	DODWELL & CO., LTD.	On 9th inst., at Noon.
YOKOHAMA & KOBE	TARTAR	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 17th inst., at 4 p.m.
YOKOHAMA & KOBE	EMPEROR OF CHINA	Brit. str.	—	—	DODWELL & CO., LTD.	On 3rd inst.
SHANGHAI, NAGASAKI & VLADIVOSTOK	PLAIDES	Am. str.	—	—	TOYO KISEN KAISHA	On 4th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KASATO MARU	Jap. str.	—	—	MELCHERS & CO.	On 4th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SANDAKAN	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 4th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHANGSHA	Brit. str.	—	—	MELCHERS & CO.	On 4th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KINA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 4th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHINGTO	Brit. str.	—	—	MELCHERS & CO.	On 4th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHIRIN	Dan. str.	—	—	BUTTERFIELD & SWIRE	On 4th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DAPHNE	Ger. str.	k.w.	—	MELCHERS & CO.	On 4th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH	Ger. str.	k.w.	—	MELCHERS & CO.	On 4th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOHOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 4th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	JAYA	Brit. str.	—	—	P. & O. S. N. Co.	About 6th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SILEZIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 7th inst.
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SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ANADIA	Brit. str.	—	—	P. & O. S. N. Co.	About 11th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MASAN MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 8th inst., Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	QUANTA	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 4th inst., Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	NANCHANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KANSU	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BAIMUN	Brit. str.	—	—	DOUGLAS LAPELLE & CO.	On 4th inst., Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TAMING	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YUENSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 4th inst., at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZAFIRO	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 5th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	RUBI	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 12th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SOHNG	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst., at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BOHNG	Ger. str.	—	—	MELCHERS & CO.	On 3rd inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LIGHTNING	Brit. str.	—	—	DAVID SASSOON & Co., Ltd.	On 3rd inst., at 3 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KUMANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 11th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ISCHIA	Ital. str.	—	—	CARLOWITZ & Co.	Quick despatch.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TIJARI	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila, Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Bodger	Manila	On 5th Jan., Noon.
RUBI	2540	R. Almond	Manila	On 12th Jan., Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 29th December, 1906. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS.
Hongkong, 13th November, 1906. 19

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LTD.,
ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
VLADIVOSTOK DIRECT	"KINA"	About 3rd Jan.
YOKOHAMA and KOBE	"SIBIRIEN"	About 26th Jan.

COPENHAGEN and RUSSIAN, SCANDINAVIAN and GERMAN, BALTIC PORTS
"KINA"
About Middle of Jan.
For Further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 29th December, 1906. 1357

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Thursday, 3rd Jan., 3 p.m.
MANILA	"YUENSANG"	Friday, 4th Jan., 4 p.m.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.
Hongkong, 29th December, 1906. 118

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
FLEADES	3,763	F. G. Farrington	On 3rd January.
LYRA	4,417	G. V. Williams	On 9th January.
SHAWMUT	8,686	E. V. Roberts	On 23rd January.
HYADES	3,763	J. Alwen	On 30th January.

! Cargo only.
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw steamer "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS,
Hongkong, 29th October, 1906. 17

HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

By the new steamers, "PNEUMIA," "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH and NAPLES. In addition to these boats, the steamers "SCANDIA" and "SILEZIA" carry first-class passengers.
Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA (TSINGTAO, CHEFOO AND TIENTSIN VIA SHANGHAI).

SILEZIA	Capt. Bable	7th January
SCANDIA	Capt. v. Doehren	1st February
HAMBURG	Capt. Filser	8th March

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUVA, PORT SAID, NAPLES, PLYMOUTH, HAVRE, AND HAMBURG.

HOHENSTAUFEN	Capt. Jaeger	11th January
SILEZIA	Capt. Bable	8th February
SCANDIA	Capt. v. Doehren	22nd March
HAMBURG	Capt. Filser	5th April

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

SILEZIA	FOR SHANGHAI, KOBE & YOKOHAMA	7th January
SAMBIA	FOR SHANGHAI, KOBE & YOKOHAMA	10th January
SAXONIA	FOR SHANGHAI, KOBE & YOKOHAMA	15th January
HELLAS	FOR SHANGHAI, KOBE & YOKOHAMA	20th January

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO AND ADEN.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

ANDALUSIA ... FOR HAVRE, ANTWERP & HAMBURG ... 4th January
HOHENSTAUFEN ... FOR HAVRE, ANTWERP & HAMBURG ... 11th Jan.
AMBRIA ... FOR MARSEILLES & HAMBURG VIA PORTS ... 15th January
SPESIA ... FOR HAVRE & HAMBURG ... 25th January
SILEZIA ... FOR NAPLES, HAVRE & HAMBURG ... 8th February
VANDALIA ... FOR NEW YORK ... 5th January

COAST SERVICE.
DAPHNE ... FOR TSINGTAO, NAGASAKI & VLADIVOSTOK ... 4th January. 112

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA."
Captain C. D. Goldsmith, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 12th January, at Noon, taking passengers and cargo for the above ports in connection with the Company's steamer "CHINA," 8,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "COCHINA," due in London on 25th February, 1907. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 31st December, 1906. 1

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST.)
PROPOSED SAILINGS FROM HONGKONG.
1907
About
FOR NEW YORK
"SAITUMA" ... 19th Jan.
"SIKH" ... 9th Feb.
For Freight and further information, apply to
DODWELL & CO., LTD.
Agents.
Hongkong, 12th November, 1906. 1257

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.
FOR SOUTH AMERICAN PORTS VIA JAPAN PORTS.
Regular Steamship Service between Hongkong, CALAO and IQUIQUE via JAPAN PORTS.
Steamer Tons To Sail.
"KASATO MARU" 6,000 On April, 1907.
Capt. W. C. T. S. FILMER.

Taking Freight and Passengers to other Western Coast Ports of South America. The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried on board.
For further information, apply to
K. MATSUDA,
Manager.
Hongkong, 28th December, 1906. 1616

NATAL LINE OF STEAMERS

The Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AMERICA, in connection with INDIA, CEYLON, ADEN, SUEZ, PORT SAID, PANAMA, COLON, SAN PEDRO DE MACORIS, and CALAO. Sailing from CALAO for CAPS PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED.
General Agents for China and Japan
Hongkong, 4th August, 1898.

For further information, apply to
K. MATSUDA,
Manager.
Hongkong, 28th December, 1906. 1616

For further information, apply to
K. MATSUDA,
Manager.
Hongkong, 28th December, 1906. 1616

For further information, apply to
K. MATSUDA,
Manager.
Hongkong, 28th December, 1906. 1616

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Hongkong, 28th December, 1906. 1616

For further information, apply to
K. MATSUDA,
Manager.
Hongkong, 28th December, 19

